2: Hickinbotham G-4, 5 (ca. 1931-ca. 1957)
1958 MM1 Aden MM1

nominated to succeed him as Sultan. Thus there came to the head of affairs in the premier State a young man, well educated, much travelled and full of promise. During the time I was Governor a great deal of progress was made in Lahej by the new Sultan, who as His Highness Sir Ali bin Abdul Karim, K.B.E., has taken considerable interest in the political development of the area and the economic prosperity of his State. Lahej was the first of the States to introduce a Legislative Council and now it is one of the major cotton growing areas, being blessed with the only perennial river in the whole of the western part of the Protectorate.

LOWER YAFA

131 Beyond the rich agricultural lands of the northern part of the Abiyan plain the Lower Yafa State stretches far up into the mountains to the highlands of Upper Yafa, a country of wild and hardy mountaineers who are more independent and [361] individualistic than any other of the Protectorate tribes. The Lower Yafa State has two capitals, one in the lowland plains at Al Hasn and the other in the hills at Al Qara. This latter town is quite the most extraordinary one that I have seen anywhere • [487] in the world. It is built on the circular limestone cap of a very steep hill which looks like a truncated cone, and the town can be reached only by two very rough tracks, up which camels and donkeys can, with difficulty, make their way.

I was determined to visit Al Qara, partly out of sheer curiosity and partly because I was anxious to increase our influence in even the most remote areas of the Protectorate. Having obtained the willing agreement of the Sultan, the arrangements were made and my party, which consisted of the Director of Agriculture, the Director of the Protectorate Health Service, a Geologist who was making a survey of the Protectorate, a Political Officer or Assistant Adviser who was in charge of the expedition, and a personal friend, covered the first part of the journey by car from Aden along the Khormaksar beach and across the Abiyan plain to where the Bana river emerges from the hills. There we spent the night at a

Aden

000 I should not have been at all surprised to hear that my old friend Ash Shami had had a hand in the matter. We were not far from the Yemen border and the presence of the Governor of Aden in the Lower Yafa hills where only one of my predecessors had been before, and that nearly twenty-five years previously, implying as it did a potential extension of our direct influence, must have been disturbing to that astute gentleman.

• 487 312 562 The path down the hill was still impassable for animals when we left Al Qara to return to Aden two days later, so we were obliged to leave by the other track on the other side of the hill which is used by the women to bring water from the wells in the valley far below.

643 793 778 534 789 We started the return journey in the early morning after bidding our host, the Sultan, farewell and thanking him for his kindness to us during the visit. We left him there alone, the descendant of the old priest kings of pagan pre-Islamic times, surrounded by his wild tribesmen who in times of trouble venerate him as they would a God, for is he not the custodian of the drum of the Yafais which is kept in some secret chamber in Al Qara only to be sounded when the Yafa nation is in sore distress, and has he not the magical gift of rain-making in times of drought, like his ancestors before him. These things they believe, but when the rainfall is sufficient and the Yafa people are free from want or oppression then they treat him with scant ceremony, which is the fate of all gods, ancient or modern, in the East or in the West.

000 The return journey, being downhill all the way, was much easier and quicker and we had to spend only one night in the open. On the second and last day of the return journey something went wrong with the lunch-time arrangements and I, mounted once again on the Sultan's donkey, rode past the rendezvous and did not realise that I had done so until I had travelled some distance. Loath to retrace my steps, I decided to forgo lunch and to push on to the Government Guard Post below which, on the way up, we had left our motor transport. I rode alone for most of the way, except for the Jemadar and his bosom companion, an elderly Qadhi, who had travelled up

3.Gt. Brit., Colonial Office G-3 (1938) 1940 MM1 Aden MM1

very intense, though usually of short duration. The weather during July and August is frequently very hazy, and it is not uncommon for ships to pass quite close to Aden without picking up the land.

Meteorological records are maintained at the European General Hospital and the data are published in the Aden Colony Gazette weekly.

History

Aden has been a place of importance historically owing to its possession of the only good harbour situated on the main ocean trade route between Egypt and India and to the fact that it is easily defensible.

Prior to the discovery of the Cape route in the fifteenth century the trade followed much the same course as the main trade route between the East and the West does today, i.e. across the Indian Ocean to Aden, thence up the Red Sea and across Egypt to the Mediterranean. From the earliest times the great Empires of the world realised the importance of Aden. During the time of the Romans at least two endeavours were made by them to capture the Red Sea trade and they sent an unsuccessful expedition against Aden. The discovery of the Cape route at the end of the sixteenth century diverted the major portion of the trade from the old Red Sea route, and in consequence the port of Aden declined. Aden was attacked by the Portuguese in 1513 and 1516, and was for a time occupied by them. It was captured by the Turks in 1538 and remained in their hands about 100 years until the Yemen Arabs rebelled and drove them out. Aden thus passed under the Imams of Sana' who have never renounced their claim to it. In 1728 the Sultan of Lahej, the Ruler of the territory adjacent to Aden, revolted and established his independence, and included Aden in his Sultanate. The decline of Aden continued until its capture by the British in 1839, when it was only a village of 500 inhabitants. Financial negotiations with the Sultan of Lahej having failed, the plundering of an Indian ship on the coast near Aden resulted in an expedition being sent from Bombay by the East India Company under Major Bailey and Captain Haines of the Indian Navy. The fortress was captured on 19th January, 1839, and Captain Haines became the first British Resident.

The replacement of sailing ships by steam vessels was one of the reasons which led to Aden's occupation by the British, and the revival of the Red Sea route and the opening of the Suez Canal in 1869 regained for the town its old importance. As a result of the increased prosperity of Aden since the British occupation the population has risen from 500 to 46,000. The modern commercial prosperity of Aden is primarily due to the fact that it is an important fuelling station, originally for coal and now for coal and oil. It is nearer than any other large port on the main eastern trade route to the Anglo-Iranian Oil Company's production centre in the Persian

5:Gt. Brit., Colonial Office G-3 (1947) 1949 MM1 Aden MM1

491 3·4 miles having been laid down in 1947, but the majority are in water-bound macadam. There are in addition some 10 miles of streets in the two townships which have not yet been made up.

All bituminous and water-bound macadam roads are kept in reasonable repair, and as and when funds and materials permit, existing "earth roads" are made up. The usual specification is as follows: the carriageway is composed of 4 inches of bituminous macadam in two coats, 3 inches of coarse and 1 inch of fine, on 12 inches of hardcore foundation with 12 × 6 inches of rough chisel-dressed kerbing. Footpaths are of bituminous macadam or cement concrete on suitable foundations.

[487]

The mileage of roads in the Colony is as shown below:

Bituminous macadam roads	*Water-bound macadam roads*	*Unmade roads*	*Total*
30·80 miles	10·40 miles	18·70 miles	59·90 miles

The Development Committee recommended that £200,000 of the surplus funds of the Colony should be used for improving the roads, and £15,000 of this was provided in the 1948–49 Estimates.

The roads are well signposted, and traffic lines painted where necessary. Reflecting road studs are on order, and the use of these will reduce the cost of painting traffic lines. Street lighting is by electricity and the main roads in the built-up areas are well lit.

The maintenance of existing roads and the construction of new roads is carried out by the Public Works Department, and the total expenditure on this account during 1947 was £17,500.

493 The following vehicles have been registered:

	No.
Taxis	196
Omnibuses	64
Private Cars	990
Commercial Vehicles	472
Motor-Cycles	73
Horse Gharries	24
Camel Carts	44
TOTAL	1,863

Figures for bicycles are not available as they are not registered.

AIR

507 There are no internal air services, but two services of the British Overseas Airways Corporation and Clairways connect the Colony with Kamaran, Eritrea, Ethiopia, British Somaliland, Somalia (Mogadishu), Kenya, Sudan, Egypt and the United Kingdom. There is also a fortnightly service between Aden and Riyan (Eastern Aden Protectorate).

The Ethiopian Air Lines run a service between Aden and Addis

7: Gt. Brit., Colonial Office G-3 (1949-50) 1951 MM1 Aden

All roads are kept in reasonable repair, and as and when funds and materials permit, existing unmade roads are surfaced.

The Colony has :

Bituminous Macadam Roads	*Water bound Macadam Roads*	*Unmade Roads*	*Total*
56·07 miles	6·30 miles	11·9 miles	74·27 miles

The Development Committee has recommended that £200,000 of the surplus funds of the Colony be used for improving roads, and £37,500 of this sum was spent in making up new roads in 1949 and 1950.

The roads are well sign-posted and traffic lines provided where necessary. Road reflecting studs are also fitted on dangerous bends and some narrow roads. All street lighting is by electricity, and most main roads and the majority of the secondary roads are lighted.

The expenditure on roads during the years 1949 and 1950 was £74,000.

The following vehicles were registered at the Police Traffic Office :

	1949	1950
Taxis	196	196
Omnibuses	61	61
Private cars	1,419	1,115
Commercial vehicles ..	337	322
Motor cycles	76	74
Horse gharries	12	6
Camel carts :		
Water carts	30	36
Loading carts	58	64
Bicycles	132	126

POSTS AND TELEGRAPHS

There are four post offices in the Colony, two in the Eastern Protectorate and one at Kamaran. There are also 21 postal agencies in the Eastern Aden Protectorate. Money order business is transacted at the four post offices in the Colony, at one in the Protectorate and at Kamaran. Communication with all parts of the world is maintained mainly by the use of the British Overseas Airways Corporation services.

Cable & Wireless Ltd. provide cable and telegraphic communication with all parts of the world and operate a wireless telegraph station which works to Perim Island, Kamaran, Mukalla and Seiyun in the Eastern Aden Protectorate, and to adjacent countries, i.e. French and British Somaliland, Ethiopia, Yemen, etc.

The overseas radio-telephone service with the United Kingdom was formally opened on 17th July, 1950, by the Secretary of State and His Excellency Sir Reginald Champion. The service is also extended to Kenya, Uganda and Tanganyika and it is hoped that eventually it will be available to India.

The automatic telephone exchange continues to be congested and there can be no substantial improvement until a new exchange